

**CITY OF NEWARK**  
**Newark, Delaware**

**TRAFFIC COMMITTEE MEETING**  
**February 17, 2009**  
**3:30 p.m.**

**Members Present:** Chief Paul Tiernan, Carol Houck, Patricia Fogg, Lt. George Stanko, Rich Lapointe, Tom Sciulli, Dave Gula, Marvin Howard

**Absent:** Rick Vitelli, Tom Parkins

**Guests:** Ezra Temko, Council Member  
Bob Bruner, Newark Resident  
Sean & Jess Casey, Newark Resident  
Bruce Diehl, Newark Resident  
Richard Gall, Newark Resident  
Jacqueline O'Neill, Newark Resident  
James Nigg, Newark Resident  
Ed Smith, Newark Resident  
Susan Wayman, Newark Resident  
Jean White, Newark Resident

**1. REVIEW TRAFFIC COUNTS AND ACCIDENT HISTORY RESULTS TO DETERMINE WHETHER COUNTRY CLUB DRIVE MEETS THE CRITERIA FOR TRAFFIC CALMING.**

Lt. Stanko said a traffic classifier was placed on Friday, February 6, 2009 at 5 p.m. through Friday, February 13, 2009 at 5 p.m. A total of 15,333 crossed the classifier during the rating period. A total of 7,121 vehicles were traveling eastbound and a total of 8,212 were traveling westbound. A total of 3,373 (21%) of vehicles were traveling 25 mph or less, a total of 10,123 (66%) of vehicles were traveling 30 mph or less, a total of 14,170 (92.4 %) of vehicles were traveling 35 mph or less. The 85-percentile speed was 33 mph. There is no collision history. Rich Lapointe indicated 2 of the 3 criteria must be met. According to the report results, Rich Lapointe confirmed the criteria for volume and speed have been met.

Sean Casey resides on Country Club Drive. He said enforcement was conducted on this street one-week prior to the traffic classifier being placed and felt vehicles may have slowed down as a result of the enforcement. Mr. Casey said the volume is mainly contributed to Country Club Drive being used as a cut through. Mr. Casey said he is concerned for pedestrian safety as a result of the speeding.

Rich Lapointe said the next step would be to form a committee comprised of three staff and three residents that would discuss possible solutions and recommend to the Traffic Committee and then forward to Council. Rich Lapointe said we would seek funding from WILMAPCO and/or the State for traffic calming measures.

Susan Wayman said she has traveled this road and does not feel that installing another stop sign would be beneficial. Ms. Wayman said motorists quite often do not stop at the stop sign on Country Club Drive and a few times has been nearly rear-ended.

Mr. Casey said an inexpensive option would be to block off the entrance near Super Fresh on Country Club Drive to reduce speed and control the traffic volume. Rich Lapointe feels that by implementing this change it would redirect vehicles to Cambridge Drive. Mr. Casey said he does not feel the Pennsylvania and Maryland motorists would use this as short cut. Dave Gula said if Cambridge Drive is quicker than using the Cleveland Avenue intersection it would only be a matter of time before volume would increase on Cambridge Drive. Rich Lapointe said with installing traffic calming measures, it is important to pay attention to how other streets will be affected as a result of such changes.

Pat Fogg suggested that residents utilize the parking on the street as a form of traffic calming to slow vehicles. Many residents are not comfortable parking on the street due the speeds that are traveled. Dave Gula said a committee would be formed to review various case studies and use this as a tool to then measure success. Carol Houck said that in order for parking on both sides of the road to be an effective traffic calming measure, vehicles would have to park on both sides all the way down the road and does not feel we have the volume for this to effectively work.

Mr. Bruce Diehl said he has many ideas and is interested in serving on the traffic calming committee. Mr. Diehl said there should be stop bars at the three-way intersection on Country Club Drive. Mr. Diehl has witnessed many motorists running the red light at Country Club Drive and New London Road and running the stop sign on Country Club Drive and Danbury Road. Mr. Diehl said on Country Club Drive turning left onto Windsor Drive a line should be painted to keep vehicles in their lane. Many motorists cut this turn short and end up in the other lane as a vehicle heading in the opposite direction is approaching the stop sign.

**MOTION BY DAVE GULA, SECONDED BY PAT FOGG TO FORM A TRAFFIC CALMING COMMITTEE OF 3 STAFF AND 3 RESIDENTS THAT WILL MAKE RECOMMENDATIONS FOR TRAFFIC CALMING MEASURES ON COUNTRY CLUB DRIVE.**

**MOTION PASSED. VOTE: 8 TO 0.**

Dave Gula said there is an upcoming Speed Management Workshop which is a public forum sponsored by a group from the University of Delaware and felt it would be useful for the traffic calming committee to attend prior to discussing traffic calming measures on Country Club Drive.

## **2. REVIEW PETITIONS FOR TRAFFIC CALMING ON CORBIT STREET.**

Ezra Temko said Corbit Street is a very narrow street and residents are concerned in regard to speeding and that this road is used as a cut through between W. Main Street and New London Road.

Ed Smith said he has lived near Fairfield for twenty-one years and travels New London Road daily. Mr. Smith said the intersection of New London Road and Corbit Street is very dangerous. Mr. Smith said heading north on New London Road, vehicles turn left on Corbit Street while at the same time across from Corbit Street on Ray Street a vehicle will cross New London Road to Corbit Street. As the vehicle on New London Road is waiting for traffic to pass prior to turning left on Corbit Street other vehicles behind heading north on New London Road will pass on the shoulder as the vehicle on Ray Street is attempting to cross New London Road to get to Corbit Street. Mr. Smith suggested a "No Left Turn" on Corbit Street to be installed on New London Road.

**MOTION BY GEORGE STANKO, SECONDED BY DAVE GULA TO INSTALL THE TRAFFIC CLASSIFIER ON CORBIT STREET.**

**MOTION PASSED. VOTE: 8 TO 0**

## **3. REQUEST TO PERMIT PARKING ON BOTH ENDS OF RENEE COURT.**

Mr. Smith provided traffic committee members with a Google map of the area. The map is marked at 7 Renee Court and 3 Renee Court with a line drawn from the intersection to 3 Renee Court, which is approximately 25 yards long. When a refuse truck enters Renee Court he picks up a couple refuse carts at 3 Renee Court and then backs down and picks up a couple refuse carts at 7 Renee Court and then pulls out onto Heather Court and never turns around on Renee Court. Mr. Smith said for over twenty years vehicles have parked at both ends of Renee Court and there has never been an issue regarding refuse pickup, snow plowing, mail delivery, etc. Mr. Smith said now that parking is not allowed at the ends of Renee Court residents are not able to park near their homes. Ms. Wayman has many parking spaces on Renee Court and is concerned that neighbors that don't have parking near their homes may utilize these spaces.

Ezra Temko said the homes only have single car driveways and garages. Ezra Temko said Councilmember Clifton researched regarding turnarounds in hammerheads, and other city's and counties required the hammerheads to be much bigger. Ezra Temko also indicated the refuse trucks are currently not using the hammerhead as a turnaround.

Carol Houck inquired as to why parking is now prohibited. Rich Lapointe said there was an issue with leaf pickup and in order to stay consistent with the code no exception should be made. Carol Houck inquired as to when parking was prohibited on Heather Court. Mr. Smith said there was a problem on Heather Court with the refuse truck turning around at the end of the street and got stuck in a resident's lawn and said the issue on Renee Court is a different situation. Rich Lapointe said the refuse driver more than likely got into the habit as a result of vehicles parked in the turnaround.

Ms. Wayman said she puts her refuse cart on Heather Court and that is the reason the driver does not turn around on Renee Court. Rich Lapointe said when a vehicle has to back up this is a safety concern. Mr. Smith said the width of the hammerhead measures nearly 27 yards, so therefore if the refuse truck travels to the end of the road he would have to travel four times as far as he currently does and would have to back up at least twice as far as he currently backs up. The refuse driver currently has the full width of the street and only backs up a total of 25 yards. Rich Lapointe said that refuse drivers have been instructed to utilize the turn arounds. Residents have confirmed the refuse driver is not using them.

Dave Gula requested petitions for Renee Court and recommended tabling this item until petitions have been received.

Tom Sciulli said it is a safety concern for the refuse driver to back down the street and feels that the turn arounds should be used. Rich Lapointe has asked the superintendent to brainstorm ideas for more efficient routing.

Rich Lapointe said Hilltop Road was a dead end and the City installed a turn around. One side of the turn around has a curb and the other side of the turn around has a driveway and the City allowed that resident to put his driveway off of the end of the turn around where there was no conflict with turning traffic and gives the resident another place to park. Rich Lapointe inquired whether this might be a solution for some of the residents on Renee Court. Ms. Wayman said her neighbor has a driveway and with vehicles parked on the street has to back straight out and this is not an issue for the resident. Rich Lapointe said the Code requires two off street parking spaces, which would be the garage and the driveway and proposed the option of adding another driveway or parking area at the end of the cul-de-sac.

Mr. Smith said parking on the street directly behind a driveway is a concern. Mr. Smith said some of the driveways are very steep, so therefore you have to back straight out so your vehicle doesn't drag the pavement.

Ms. Wayman said for twenty-one years there has not been an issue with leaf removal, snow plowing, mail delivery, etc. Ms. Wayman said city permits require parking within the immediate vicinity of the residence. Rich Lapointe said this has been discussed and could be an easy fix.

**MOTION BY PAT FOGG, SECONDED BY DAVE GULA TO TABLE THIS ITEM TO A FUTURE MEETING ONCE PETITIONS HAVE BEEN RECEIVED.**

**MOTION PASSED. VOTE: 8 TO 0**

**4. REQUEST TO PROHIBIT PARKING AT THE END OF BRADFORD LANE.**

Robert Bruner said the Traffic Committee previously approved a request for a “No Parking from 10 p.m. to 6 a.m.” sign at the Apple Road cul-de-sac. Mr. Bruner said Apple Road is approximately 50’ from Bradford Lane and would like to request the same parking restriction for Bradford Lane with a Special Residential Parking District that would allow his tenants to park on the street.

**MOTION BY CAROL HOUCK, SECONDED BY LT. STANKO TO RESTRICT PARKING BETWEEN THE HOURS OF 10 P.M. TO 6 A.M. AT THE DEAD-END OF BRADFORD LANE.**

**MOTION PASSED. VOTE: 8 TO 0**

**NEW BUSINESS:**

Chief Tiernan said Councilmember Pomeroy suggested that the Traffic Committee meet in the evening to give more residents an opportunity to attend.

Carol Houck said in the past the Traffic Committee met at 9 a.m. and preferred this time and felt a morning meeting would be more productive and efficient as opposed to a meeting in the middle of the day. Dave Gula said he has many evening meetings for WILMAPCO and another evening meeting would cause considerable conflict.

Carol Houck said the Traffic Committee began as a staff committee organized to provide facts on requests/issues to the City Manager. Pat Fogg said the Traffic Committee is not a Mayor and Council appointed committee.

There being no further business, Chief Tiernan called for a motion to adjourn.

**MOTION BY TOM SCIULLI, SECONDED BY RICH LAPOINTE, TO ADJOURN.**

**MOTION PASSED. VOTE: 9 TO 0.**

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Paul M. Tiernan, Chairman